

Maryland Historical Trust

Maryland Inventory of Historic Properties number: AA - 2126

Name: O'CONNOR ROAD OVER DEER RUN

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u> X </u>	Eligibility Not Recommended <u> </u>
Criteria: <u> A </u> <u> B </u> <u>C</u> <u> D </u>	Considerations: <u> A </u> <u> B </u> <u> C </u> <u> D </u> <u> E </u> <u> F </u> <u> G </u> <u>None</u>
Comments: _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	
Date: <u>3 April 2001</u>	
Reviewer, NR Program: <u>Peter E. Kurtze</u>	
Date: <u>3 April 2001</u>	

Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number AA-2126

Name and SHA No. AA 5009 over Deep Run

Location:

Street/Road Name and Number: O'Conner Road over Deep Run

City/Town: Elkridge Vicinity

County: Anne Arundel

Ownership: State X County Municipal Other

This bridge projects over: Road Railway X Water Land

Is the bridge located within a designated district: yes X no

 NR listed district NR determined eligible district

 locally designated other

Name of District

Bridge Type:

 Timber Bridge

 Beam Bridge Truss-Covered Trestle

 Timber-and-Concrete

 Stone Arch

 Metal Truss

 Movable Bridge

 Swing Bascule Single Leaf Bascule Multiple Leaf

 Vertical Lift Retractable Pontoon

X Metal Girder

X Rolled Girder Rolled Girder Concrete Encased

 Plate Girder Plate Girder Concrete Encased

 Metal Suspension

 Metal Arch

☐ Metal Cantilever

☐ Concrete

☐ Concrete Arch ☐ Concrete Slab ☐ Concrete Beam

☐ Rigid Frame

☐ Other Type Name _____

Description:

Describe Setting:

Bridge No. AA 5009 carries O'Conner Road north-south over Deep Run in Anne Arundel County, Maryland. Deep Run generally flows east-west at this location. The approach roadway is on a narrow horizontal curve and carries two lanes. There is no alternate route to the area served by this bridge. The area to the north of the bridge is wooded, and the area to the south of the bridge is residential.

Describe Superstructure and Substructure:

Bridge No. AA 5009, built in 1944, is a single span bridge consisting of asphalt filled corrugated metal decking supported by steel beams. The metal deck is overlaid with a 4" bituminous wearing surface. This structure is 24'-3 1/2" in length, has a clear roadway width of 20' (out-to-out). The superstructure is supported by two stone masonry abutments. The bridge has W-beam guardrails on both sides.

Discuss Major Alterations:

There are no records of modification of this structure. However, a cross-sectional diagram of this bridge indicates that it is composed of 7 steel stringers and a single steel channel. The steel channel may represent an original feature of the bridge designed to support the metal guardrail, or it may represent a period modification in which the bridge was widened. The channel may have been installed as a means of supporting a new guardrail. These modifications may not have actually been made, as the plans are of poor quality.

History:

When Built: 1944

Why Built: Statewide road improvement programs and local transportation needs.

Who Built: Anne Arundel County Department of Public Works

Why Altered: This bridge is most likely to have been modified for the installation of W-beam guardrails.

Was this bridge built as part of an organized bridge building campaign: This bridge was built as part of the Statewide road improvement program and local transportation needs.

Surveyor Analysis:

This bridge may have NR significance for association with:

X A Events Person
X C Engineering/Architectural

Was this bridge constructed in response to significant events in Maryland or local history:

This bridge may have been constructed in response to significant events in Maryland history. Bridge No. AA 5009 was constructed at the end of World War II. Though not of a particularly unique design, it was constructed at a time when constraints were placed upon construction not related to the war effort. The materials used in the construction of this bridge include steel stringers. Construction of steel bridges was limited during the war. Because this bridge was constructed during the war, and is the only access to the communities served, it may be significant to events in Maryland or local history. The circumstances of the construction of this bridge are unique, and warrant further investigation.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

It is unknown whether this bridge was given a major alteration during its lifespan. In 1907 the 15' USGS Relay Quadrangle indicates there were relatively few structures in the vicinity of the current bridge location. Current USGS maps indicate that there are still relatively few structures in the vicinity of the bridge. However, the bridge may have been the only means of traveling to areas north of Deep Run and south of the B & O Railroad tracks. Two quarries and at least one mine may have been located north of Deep Run.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?

This bridge is not located in an area which is eligible for historic designation.

Is the bridge a significant example of its type?

Though this bridge would not ordinarily be considered a significant example of its type, the use of structural steel as one of its primary character defining elements during World War II, may make it a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum?

This bridge appears to retain many of its primary character defining elements described in the context addendum. Evidence indicates that this bridge has undergone modern guardrail replacement at some point in its recent history. Structural modifications may have been made to the bridge at that time.

Should this bridge be given further study before significance analysis is made and Why?

Due to the possibility of unusual events surrounding the construction of the bridge, and the use of building materials restricted during the War, further study of this bridge is warranted before its significance is determined. This bridge may be eligible for inclusion in the National Register of Historic Places under Criterion A and C.

Bibliography:

Anne Arundel County

1995 Bridge Inspection Files.

Greiner, Inc.

1995 Historic Bridge Inventory Form.

Hopkins, G.M

1878 Atlas of Anne Arundel County, Maryland.

Spero, P.A.C. & Company, and Louis Berger & Associates

1994 Historic Bridges in Maryland: Historic Bridge Context.

United States Geological Survey

1957 7.5' Relay Quadrangle, photorevised 1974.

United States Geological Survey

1907 15' Relay Quadrangle.

Surveyor:

Name: Jason D. Moser **Date:** September 1995

Organization: State Highway Admin. **Telephone:** (410) 321-2213

Address: 2323 West Joppa Road Brooklandville, MD 21022

96030541
9602720

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: O'Conner Road Bridge Survey Number: AA-2126

Project: Rehabilitate deck O'Conner Road Bridge Agency: COE

Site visit by MHT Staff: X no yes Name Date

Eligibility recommended X Eligibility not recommended

Criteria: A B XC D Considerations: A B C D E F G None

Justification for decision: (Use continuation sheet if necessary and attach map)

The O'Conner Road Bridge (Bridge #AA5009), located on O'Conner Road over Deep Run in Anne Arundel County, is eligible for the National Register under Criterion C as an unusual example of a World War II era metal girder bridge. Constructed in 1944, the single span bridge consists of an asphalt filled corrugated metal decking supported by steel beams. The superstructure rests on two stone masonry abutments. According to the inventory information, "the circumstances of the construction of this bridge are unique." The bridge was constructed at the end of World War II, a time when few steel bridge were built, due in part to materials shortages. According to the inventory form, at the time of construction, "the bridge may have been the only means of traveling to areas north of Deep Run and south of the B & O Railroad tracks," where "two quarries and at least one mine may have been located." Another unusual aspect of the bridge is the use of stone abutments. Concrete abutments are more typical of 20th century bridge construction. Other than the addition of W-beam guardrails, the bridge to be largely unaltered.

The Interagency Bridge Review Committee, composed of representatives from the State Highway Administration, Federal Highway Administration, and Maryland Historical Trust, subsequently evaluated the bridge and preliminarily determined it to be eligible for the National Register of Historic Places.

Documentation on the property/district is presented in: Project file, Maryland Inventory
#AA-2126

Prepared by: Jason Moser, SHA

Elizabeth Hannold
Reviewer, Office of Preservation Services

September 23, 1996
Date

NR program concurrence: X yes no not applicable

John Z. Kuntz
Reviewer, NR program

9/23/96
Date

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

<input type="checkbox"/>	Eastern Shore	(all Eastern Shore counties, and Cecil)
<input checked="" type="checkbox"/>	Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
<input type="checkbox"/>	Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
<input type="checkbox"/>	Western Maryland	(Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

<input type="checkbox"/>	Paleo-Indian	10000-7500 B.C.
<input type="checkbox"/>	Early Archaic	7500-6000 B.C.
<input type="checkbox"/>	Middle Archaic	6000-4000 B.C.
<input type="checkbox"/>	Late Archaic	4000-2000 B.C.
<input type="checkbox"/>	Early Woodland	2000-500 B.C.
<input type="checkbox"/>	Middle Woodland	500 B.C. - A.D. 900
<input type="checkbox"/>	Late Woodland/Archaic	A.D. 900-1600
<input type="checkbox"/>	Contact and Settlement	A.D. 1570-1750
<input type="checkbox"/>	Rural Agrarian Intensification	A.D. 1680-1815
<input type="checkbox"/>	Agricultural-Industrial Transition	A.D. 1815-1870
<input type="checkbox"/>	Industrial/Urban Dominance	A.D. 1870-1930
<input checked="" type="checkbox"/>	Modern Period	A.D. 1930-Present
<input type="checkbox"/>	Unknown Period (<input type="checkbox"/> prehistoric <input type="checkbox"/> historic)	

III. Prehistoric Period Themes:

<input type="checkbox"/>	Subsistence
<input type="checkbox"/>	Settlement
<input type="checkbox"/>	Political
<input type="checkbox"/>	Demographic
<input type="checkbox"/>	Religion
<input type="checkbox"/>	Technology
<input type="checkbox"/>	Environmental Adaption

IV. Historic Period Themes:

<input type="checkbox"/>	Agriculture
<input checked="" type="checkbox"/>	Architecture, Landscape Architecture, and Community Planning
<input type="checkbox"/>	Economic (Commercial and Industrial)
<input type="checkbox"/>	Government/Law
<input type="checkbox"/>	Military
<input type="checkbox"/>	Religion
<input type="checkbox"/>	Social/Educational/Cultural
<input type="checkbox"/>	Transportation

V. Resource Type:

Category: StructureHistoric Environment: RuralHistoric Function(s) and Use(s): Transportation- vehicularKnown Design Source: AA Co DPW

AA-2126

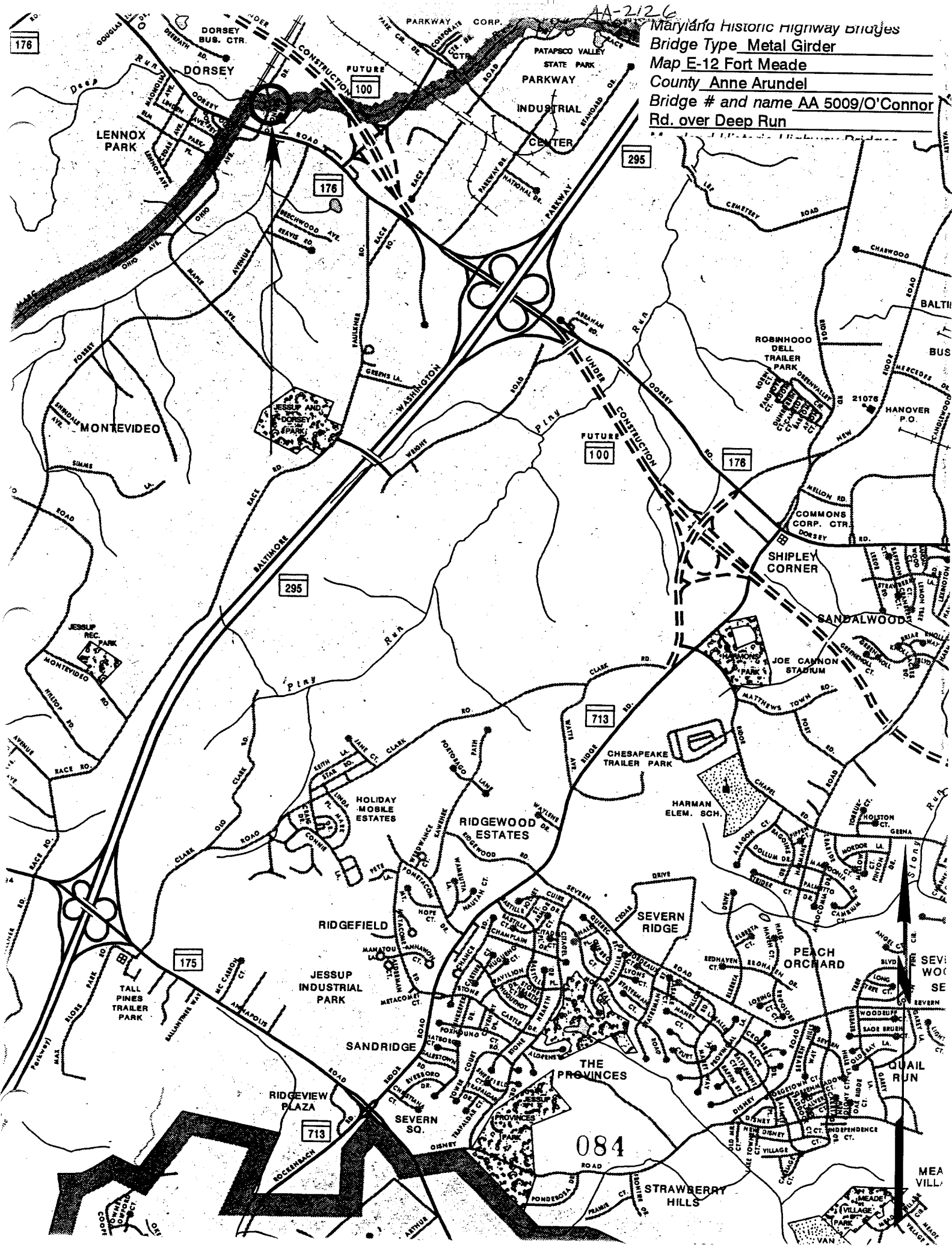
Maryland Historic Highway Bridges

Bridge Type Metal Girder

Map E-12 Fort Meade

County Anne Arundel

Bridge # and name AA 5009/O'Connor Rd. over Deep Run





Inventory # AA-2126

Name AA509-O'CONNOR ROAD OVER DEEP RUN

County/State ANNE ARUNDEL COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description WEST ELEVATION

Number 5 of ~~23~~ ~~108~~ 1 of 4



Inventory # AA-2126

Name AASODG-O'CONNOR ROAD OVER DEEPRUN

County/State ANNE ARUNDEL COUNTY/MD

Name of Photographer WALLY KING

Date 1195

Location of Negative SHA

Description EAST ELEVATION

Number ~~6 of 23~~ 2 of ~~4~~ 4



Inventory # AA-2126

Name AAS009 - O'CONNOR RD OVER DEEP RUN

County/State ANNE ARUNDEL COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description SOUTH APPROACH LOOKING
NORTH

Number 23 of 24 ~~23 of 24~~ 3 of 4



DEEP RUN
CREEK

Inventory # AA-2126

Name AA5009-O'CONNOR RD OVER DEEP RUN

County/State ANNE ARUNDEL COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description NORTH APPROACH LOOKING

SOUTH

Number ~~24~~ of ~~24~~ ~~11/08/24~~ 4 of 4